

# MILWALKEE WALKS ANNUAL REPORT

Oct. 2022 - Sept. 2023



Written By  
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WISCONSIN  
BIKE FED

# ACCOMPLISHING OUR GRANT GOALS



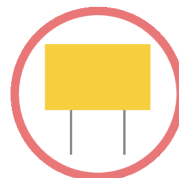
**26**  
Media stories



**60**  
Crosswalk actions



**320+**  
Volunteer Hours



**400+**  
Yard signs given away



**103k**  
Social media impressions

## Some special projects & successes:



### Parklet

Used parklet to open a right-turn slip lane for people, conducted a traffic study, and supported launch of Interim Plaza Program



### Amani Collaboration

Conducted a speed study and tested road changes with local residents in the Amani neighborhood



### Vision Zero Survey

Partnered with Coalition for Safe Driving to conduct a survey of resident experiences with reckless driving; nearly 400 responses

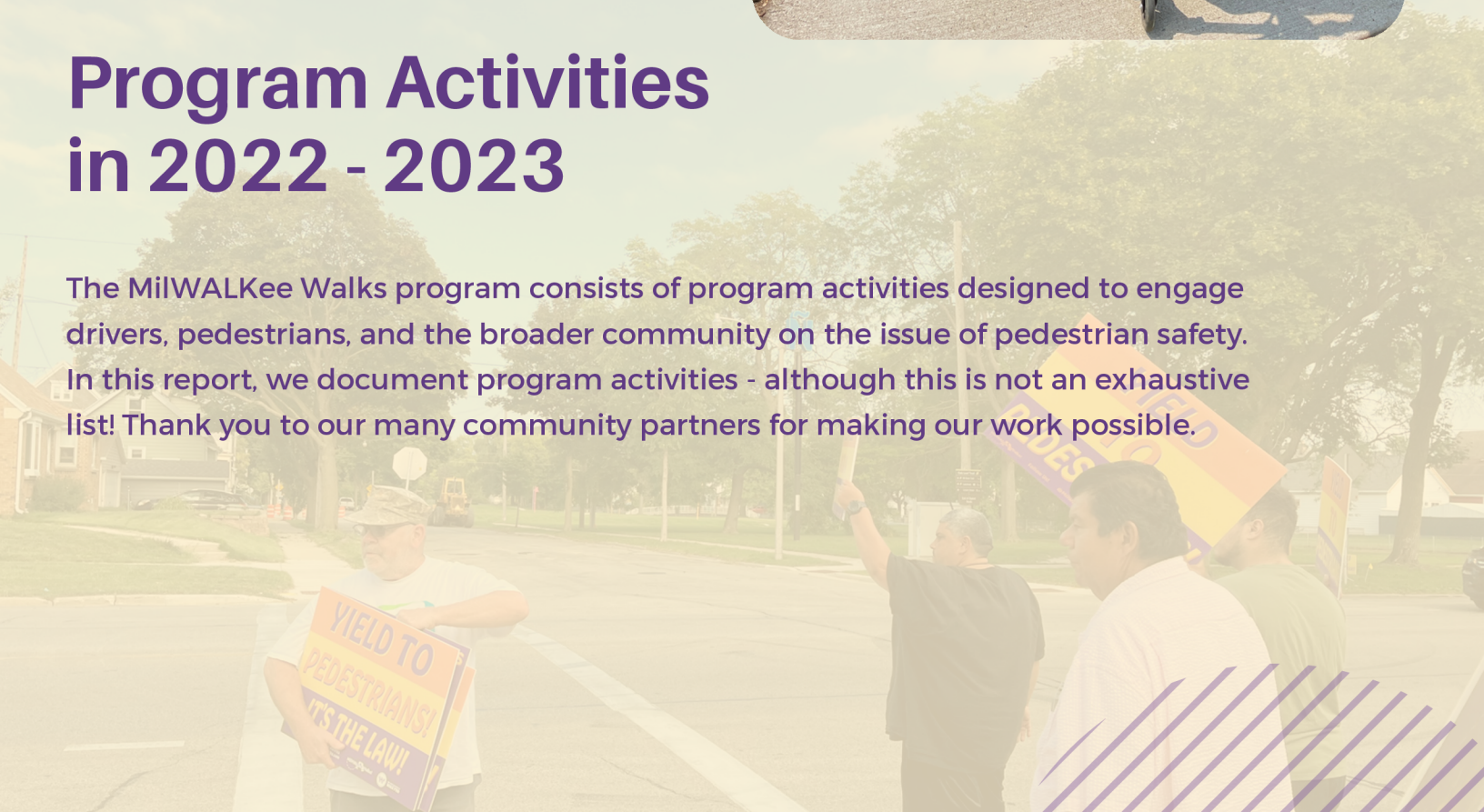
# What is MilWALKee Walks?

MilWALKee Walks is a program of the Wisconsin Bike Fed that educates drivers and pedestrians about pedestrian rights and safety in the midst of an ongoing national and local pedestrian safety crisis. This was the program's first year with full-time staff support, thanks to funding from the Wisconsin Department of Transportation. This grant year, we worked across the City of Milwaukee. In the future, we will be able to work across Milwaukee County.

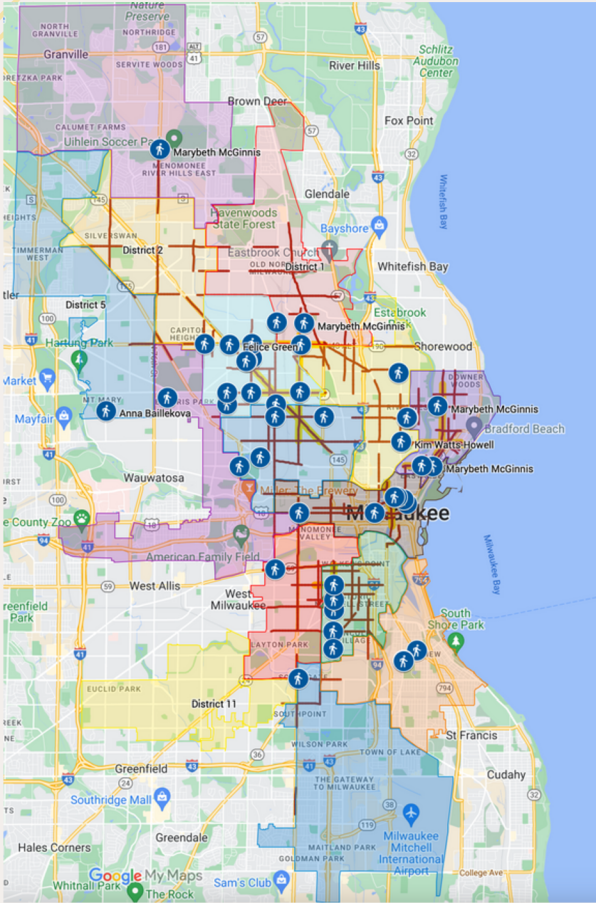


## Program Activities in 2022 - 2023

The MilWALKee Walks program consists of program activities designed to engage drivers, pedestrians, and the broader community on the issue of pedestrian safety. In this report, we document program activities - although this is not an exhaustive list! Thank you to our many community partners for making our work possible.



# CROSSWALK ACTIONS ACROSS THE CITY



**Crosswalk Action locations**

We held **crosswalk actions (CWAs)** across the city, predominantly on the city's Pedestrian High Injury Network or during events with a high volume of foot traffic. CWAs were led by Bike Fed staff, Walk Culture Ambassadors, and volunteers. **We held 60 Crosswalk Actions this year.**

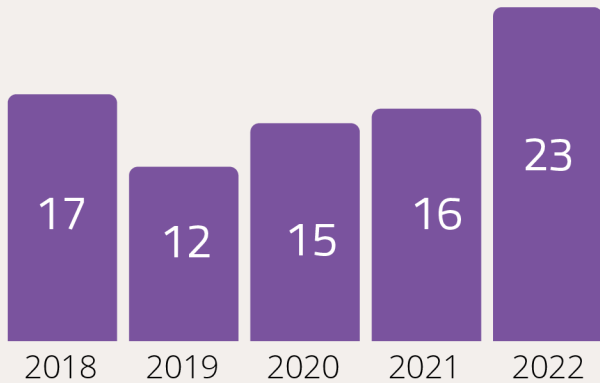
At least one CWA was held in each city aldermanic district, with more held in those areas with more pedestrian crashes.

We received a wide range of reactions to CWAs, including driver enthusiasm and pedestrians sharing with us stories of their own crashes.



# 83

pedestrians were killed in the last 5 years in Milwaukee.

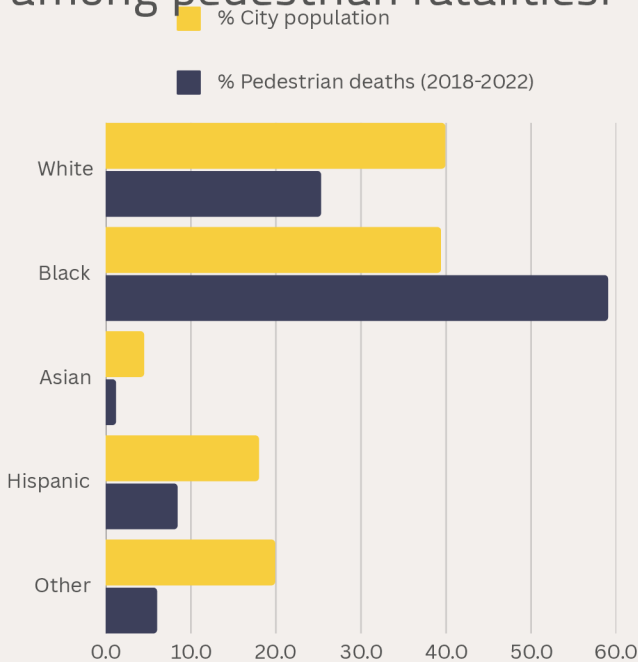


## Crash Reports & Education

Each year, MilWALKee Walks staff read the **crash reports** involving pedestrians killed or seriously injured in Milwaukee. Staff then create charts to communicate this information over social media and other channels. Reading these reports helps to inform our work by better understanding the behaviors that may have led to crashes.



Black Milwaukeeans are disproportionately represented among pedestrian fatalities.



"Other" pedestrian deaths includes those with no race reported on crash report.

## Walk Culture Ambassadors

Many thanks to our two **Walk Culture Ambassadors**, Felice and Kimberly. The goal of this paid position is to host crosswalk actions, be a contact regarding pedestrian safety in their neighborhoods, and to encourage other residents to join MilWALKee Walks activities as volunteers. Kimberly and Felice did much of their work in Sherman Park, Amani, and other nearby neighborhoods, which have some of the most dangerous roadways for people walking and rolling.



## Trainings & Outreach

Crosswalk actions are often the “introduction” to the issue of pedestrian safety. For deeper engagement, our program conducts and attended **trainings, walks, and other events**, often in collaboration with partner organizations. These efforts allow us to have more substantial conversations with community partners and residents, thus bringing the importance of pedestrian safety to stakeholders across the city. Here are some examples of this work:



We attended and assisted with planning several **walk audits** with **VIA CDC** in the Clarke Square and Silver City neighborhoods, including education about reporting issues with streets, lights, and sidewalks.



We held meetings with **residents near Brady Street** curious about pedestrianizing streets and how to talk with their neighbors about safe streets.



We **attended and/or spoke about the important of pedestrian safety** at meetings across the city, such as: Friends of Lincoln Park’s discussion about Green Bay Ave; the Pedestrian Bicyclist Advisory Committee; VIA CDC’s Annual Meeting; Sherman Park’s Reckless Driving Committee; school open house fairs; Independence First’s Transportation Committee; a course for UW-Milwaukee’s Urban Planning students; and more!



## CHANGING THE BUILT ENVIRONMENT: AMANI NEIGHBORHOOD

Our work in the Amani neighborhood was fueled by AARP's Walking Movement Leaders events in fall of 2022. A pedestrian was harmed in a crash during one of these events, sparking a partnership to change the neighborhood's built environment. We are proud to partner with the Dominican Center for Women, Amani United, and Amani residents in this work.

In November 2022, we tested out simple and temporary changes to the roadway with residents and AARP (see above photo). Following a series of community engagement sessions, we are excited that Amani will receive a traffic circle in October 2023.

This partnership has led to additional efforts, including a biking-themed block party during Bike Week, engagement with residents about the Traffic Calming Lending Library (another AARP grant, in partnership with the City of Milwaukee DPW), attending the Amani Youth Council's March Against Gun Violence, supporting Amani's Active Street, and being a resource for residents interested in safer streets.



## CHANGING THE BUILT ENVIRONMENT: PARKLET ON 16TH & FOREST HOME

Muskego Way Forward and community residents have transformed the vacant lot on the corner of S. 16th Street and W. Forest Home Avenue on Milwaukee's Southside into a community space. Through generous grants and sponsorships, the Wisconsin Bike Fed and MilWALKee Walks had a local artist build a mobile wooden parklet in 2022. At its 16th and Forest Home location, the parklet was utilized to shut down a right turn "slip lane." Drivers would often speed through the slip lane, making it a dangerous place for bus riders, pedestrians, and children biking.

The slip lane closure has made the vacant lot more pleasant and activated. MilWALKee Walks assisted community partners in conducting a before and after traffic study, conducted crosswalk actions at the intersection, and helped with parklet maintenance.

The closed slip lane also inspired the City of Milwaukee to create the Interim Plaza Program, and Muskego Way Forward received a grant to continue to improve this intersection for the community.



# THANK YOU TO OUR PROGRAM PARTNERS FOR THEIR SUPPORT

- AARP
- Amani United
- Bublr Bikes
- City of Milwaukee - DPW
- Coalition for Safe Driving MKE
- Dominican Center for Women
- Escuela Verde
- Friends of Lincoln Park
- Independence First
- Lawrence University
- Milwaukee County DOT
- Muskego Way Forward
- Northside Rising
- Northwest Side CDC
- Principals of Transportation Engineering students at MSOE
- Pedestrian Dignity
- Riverworks Development Corporation
- Safe and Healthy Streets
- Safe and Sound
- Sixteenth Street Health Center
- Sherman Park Community Association
- VIA CDC
- Wisconsin Department of Transportation's Bureau of Transportation Safety
- *And many more, including countless volunteers and supportive residents*